



The China Mail

ESTABLISHED 1845

AGENTS
HONGKONG: "THE OVERSEA-CHINESE MAIL" may be made to our agents at the following ports:
Canton, PATEL & Co.,
Fuzhou, PROBERT & Co.,
Shanghai, HALL & WILSON,
Yokohama, KELLY & WATSON,
Manila, A. N. WATSON & Co., Ltd.

No. 15,988.

號七月八年四十一百九千一第

HONGKONG, FRIDAY, AUGUST 7, 1914

號甲次第三第民華中

PRICE 35.00 Per Month

THORNE'S

No. 4,
OLD VAT
SCOTCH
WHISKY.

As supplied to the House
of Lords and House of Com-
mons.

A. S. WATSON & Co., Ltd

WINE & SPIRIT MERCHANTS
ALFRED BUILDINGS, HONGKONG.

THE TYPHOON ANCHORAGE.

Statement of Accounts.

The following statement, to June 30th,
with regard to the typhoon refuge
was put before the Legislative Council
yesterday.

Contract time for completion, 5 years
from the 27th October, 1910.
Contract price \$2,018,002
Cost of Contractor's extras other
than those for which provision
is made in the Contract Nil.
Total amount of Contract and
Extras \$2,018,002

Divided into 60 months, per
month \$33,633
44 months at \$33,633 \$1,479,832

Amount earned by Contractor
on work actually accomplish-
ed including sum retained
under the provisions of the
Contract in the hands of the
Government \$1,408,514

The report on the Blue Book for 1913
says: The Mongkok-wei Bre Water was
constructed throughout to a height of about
5 feet above high water level or 14 feet
above low water level, which the reclama-
tion adjoining the northern entrance of the
Harbour of Refuge, which forms part of
the scheme, was nearly completed. The
foundations of the pier enclosing the Har-
bour of Refuge to the south were ready to
receive the superstructure.

STRANGE STORY OF AN UNBURIED BODY.

Six Ocean Voyages.

Cemetery Dispute.

BRISBANE, July 12.

For most of us death means at any
rate rest for our mortal frame, but that
repose has not yet been vouchsafed to
a woman who died in the United States
last summer, and whose body is about
to start off its sixth trip across the At-
lantic. At the time of her decease she
was preparing for a voyage to Germany
with her newly-married daughter and
son-in-law, and the young couple thought
they would be performing an act of
piety if they carried her remains with
them and had them interred in her native
place, Breslau. But the authorities of
the Jewish cemetery in the Silesian
capital demanded a sum of £250 for
burial in a family vault, and, regarding
this claim as exorbitant, the daughter
decided to take the body back to America.

On arriving in New York, however,
she found awaiting her a letter to the
effect that the controllers of the ceme-
tery would be prepared to reduce the
price of the grave, whereupon she and
her husband forthwith returned with
the coffin to Breslau. Here fresh differ-
ences of opinion arose, and, as there ap-
peared no chance of an agreement, the
mother's remains were once more placed
on board a steamer and transported to
New York.

Shortly after this the daughter and
her husband became tired of the land
of their adoption, and made up their
minds to repatriate themselves in Ger-
many. Accordingly, they packed up
their personal belongings, including the
coffin and the corpse, which by this time
they seem to have decided, was to ac-
company them in all their earthly wan-
derings, and once more appeared in
Breslau.

Meanwhile a more conciliatory mood
must have set in on one side or the
other, for the difficulty with the prop-
rietors of the cemetery was got over,
and at last the much-travelled remains
were consigned to the tomb. But even
now they were not to be left in peace.
The restive couple found that, after
all, the New World was better than the
old, and they, resolved to recover the
Atlantic once more, taking with them
the coffin which had been their com-
panion in so many vicissitudes.

It proved, however, even more diffi-
cult to persuade the cemetery authori-
ties to surrender the body than it had
been to induce them to accept it, and
as they resolutely refused to give it up,
the daughter took the case before the
law courts. At first the decision was
given against her, but she has now on
appeal secured an order that her mother's
remains are to be handed over to her
custody, and it is to be hoped that they
will now, after their many tribulations,
find a final resting-place. The Daily
Telegraph.

BUSINESS NOTICES.

The Nestle and Anglo-Swiss Con-
densed Milk Company advise that the
following Stores have agreed not to sell
"Milkmaid" Sweetened Condensed Milk
(Blue Label) at more than 30 cents
per tin:-

Messrs Lane, Crawford & Co.
French Store
Ruttonjee & Son
The Kowloon Dispensary
The Sincere Company
The Sun Company
Tak Cheong
Kwong Cheung
Lai Tak Cheong
Chan Yuen
Bo Sang Wo
Kwong Fook Kee
Kwong Fook Cheong
Wo Fat
Tai Cheong
Wai Loong
Kwong Hip Shing
Ah Young & Co.
Kwan Tai
Tai Shing
Cheong Tai
Sang Tai
Nam Hing Loong.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

FRIDAY, 7th AUGUST.

8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'
5 P.M. 'FATSHAN.' 5 P.M. 'KINSHAN.'

SATURDAY, 8th AUG ST.

8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'
5 P.M. 'KINSHAN.' 5 P.M. 'FATSHAN.'

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the
Companies' vessels. Passengers arriving by Night Steamer from Canton (due at
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without
extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'

HONGKONG TO MACAO

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf

Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 9th AUGUST.

The Company's Steamship "TAISHAN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 2 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street
Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'HOISANG.'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. 'SAINAM,' 588 Tons, and S.S. 'NANSING,' 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the
day at 8.30 A.M. Round trips take about 5 days. Passengers can return by
Hongkong or vice versa by the Company's direct Steamers "LINTAN" and
"SANTU." These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric fans in each cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (Former Flavia).

Opposite the Blake Pier.

BUSINESS NOTICES.

NEW MACAO HOTEL.

PRAYA GRANDE, MACAO.

THE above hotel will be opened on 1st August, 1914, under new ownership
and European Management. The old place has been renovated and newly
furnished and is now up to date in every respect. Large and airy bedrooms,
hot and cold baths throughout. Electric lights and fans. Liqueur and com-
fortable dining-room facing the sea. Private and Public Bars. Billiard Room. Kitchen
excellent under experienced supervision. Sanitary arrangements of the latest.
Terms moderate. For further information.

APPLY TO—

O. C. MOOSA.

TEL. ADDRESS "PROXIM," MACAO.

"MUMEYA."

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 8, Queen's Road Central.

TELE. No. 251.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART.

MANAGER.

PEAK HOTEL.

ADIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms,
Roof Garden.

Terms:—From \$5. per day Max.

Telegraph Add: "Peaceful."

P. O. PEUSIER

Manager.

GRAND HOTEL

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION
AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

NEW SHIPMENT

Government guaranteed 1st Grade Butter.
Packed specially in Australia for us. Absolutely
Best Imported. None Better quality made.
75 cents per lb.

FOR THE BEST OF EVERYTHING procurable in ANY 1st CLASS

RESTAURANT IN THE EAST TRY THE

ALEXANDRA CAFE

THE KWONG HIP LONG CO., LTD.

NOW RECONSTRUCTED.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 feet long.

Town Office, 43, QUEENSTOWN ROAD CENTRAL, HONGKONG. Telephone No. 460

Shipyard, Sham-Sui-Po, ROWSON, H. K. Telephone No. K.S.

Estimates furnished on application. WONG PING WA, Manager.

Hongkong April 1, 1913

SINGON & CO.

ESTABLISHED A.D. 1870.

THIS STEEL, METAL AND HARD
WARE MERCHANTS, Wholesale
and Retail, commencing in 1870 and
Branches in London, Hongkong,
Yokohama, Shanghai, General Store-
keepers and Shipbuilders. Nos. 35 and
37, HING LOO STREET, (2nd Street, west
of Central Market) Telephone No. 515.
Hongkong, September 4, 1913

THE CARLTON HOTEL

Recently Renovated and Refurnished.

Self-Contained Suites of Apartments with Private

Bath-rooms attached, Luxuriously Furnished Lounge, Drawing, Reading

and Writing Rooms.

PERFECT SANITATION.

Under Personal Management of

O. B. OWEN, Proprietor.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. net

In Bags of 250 lbs. net

Shewan, Tomes & Co.

GENERAL MANAGERS.

"NESTOR"

Sanitary Fluid.

Reliable Disinfectant.

Two table-spoonsful to a gallon of water for washing
floors, &c., is most useful for the Destruction of Fleas, &c.

PER PINT TIN 30 CENTS

PER GALLON TIN \$2.00

VICTORIA DISPENSARY.

32, QUEEN'S ROAD CENTRAL.

MEE CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS

A

SPECIALITY.

NOTE ADDRESS

ICE HOUSE HONGKONG.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE

Cadbury
"BOURNVILLE COCOA represents the
highest grade of nutritive cocoa at present on
the market; it fully maintains its high reputa-
tion in food value and delicacy of flavour, and
is second to none in any respect whatsoever."
Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 11 1907

CALDBECK, MACGREGOR & CO.

(Established 1854)

SOLE AGENTS FOR

LE MOS

A pure and Natural Lemon Squash,
without the addition of chemicals.

INTIMATIONS

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,
SILVER CUPS, TEA SETS, CIGARETTE CASES
etc., etc.,
AGENTS FOR:

BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

No. 47, 48 and 49, CONNAUGHT ROAD CENTRAL

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1914.

BAZAAR IN AID OF FLOOD
RELIEF FUND.

THE COMMITTEE SOLICIT THE AID OF THE PUBLIC, AND WILL BE
PLEASED TO RECEIVE GIFTS OF ARTICLES OF ANY DESCRIPTION
FOR THE ABOVE.

LAU CHU PAK,
CHAIRMAN.
CHINESE CHAMBER OF COMMERCE,
32, DES VORX ROAD CENTRAL.



VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
in bottles and half bottles
in bottles and half bottles
VICHY GRANDE-GRILLE
in bottles and half bottles
VICHY HOPITAL
in bottles and half bottles
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED

VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the water. In tins and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS To make your own digestive aerated water.

HOTELS

THE
STATION HOTEL
NATHAN ROAD,
KOWLOON.

ELECTRIC LIGHT AND FANS,
BATH-ROOM TO EACH ROOM
Cold and Hot Water throughout.

PRIVATE AND PUBLIC BATHS,
BILLIARD ROOM,
Private Dining Room,
EXCELLENT COOKING.
For Particulars apply to
THE MANAGER.

TEL. No. 1128. Telex Address: 'STATION'.
Hongkong, Feb. 3, 1912.

KINGSCLORE HOTEL,
HONGKONG.

UNRIVALLED position in the Hill
district overlooking the Botanical
Gardens and facing the Harbour.
Numerous quiet Suites with luxuriously
fitted Bathrooms, Telephones and Electric
Fans.
Telephones in Bedrooms and Sitting-rooms
throughout.
Telephone No. 1122.
Cable Address: 'Kingsclere'.
A.B.C. Code 5th Ed.
Hongkong, September 1, 1908.

KING EDWARD HOTEL

Central Location.
All Electric Trains Pass Entrance.
Electric Lifts, Fans and Lighting,
European Baths and Sanitary Fittings,
Hot and Cold Water System throughout.
Best of Food and Service.

Telephone 373.
R. H. NORTH,
Manager.
Telegraphic Address:
'KINGED'.

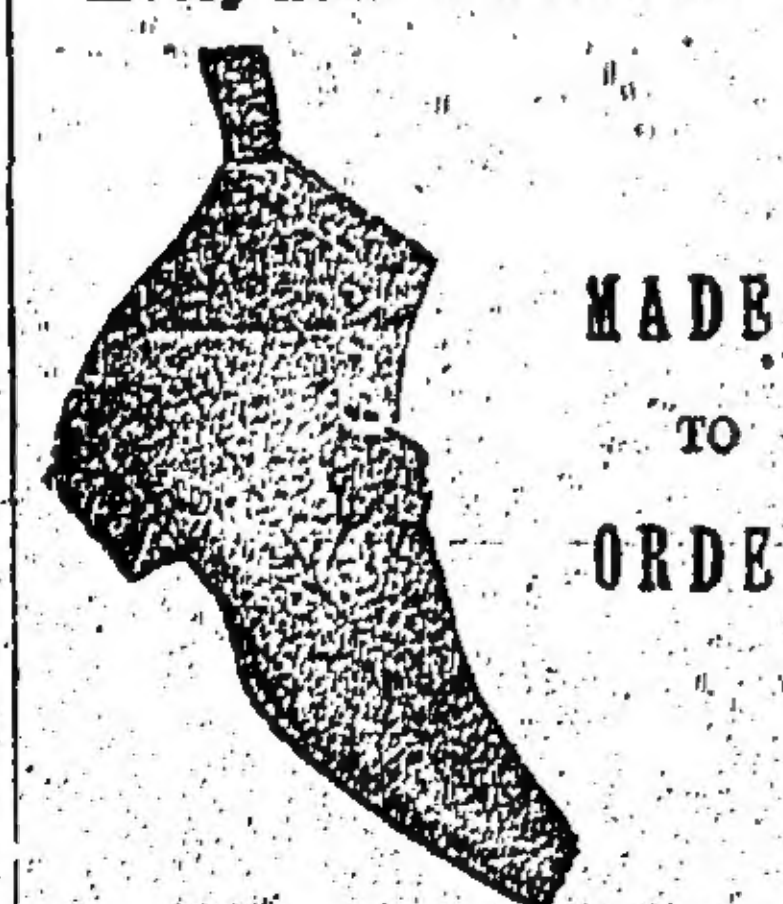
NORTH BRITISH & MERCANTILE
INSURANCE CO.
IN WHICH ARE PLACED THE SHARES OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,
and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUND AS AT 31st DECEMBER, 1911.
£22,561,288.
—Authorized Capital £5,000,000
Subscribed Capital £4,000,000
Paid-up Capital £2,437,184
—First Fund £3,859,116
—Life & Annuity Funds £1,136,164
—Sinking Fund account £8,612

Revenue Fire Branches £2,567,184
Life and Annuity £1,973,265
Branches £382,692
Revenue Marine Department £430,119
Other Receipts £25,233,312

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO
Agents.

JAPANESE MAKERS.
Every kind of Footwear.

CHERRY & CO.,
PEDDER STREET,
Opposite Hongkong Hotel.
Telephone No. 491.
Hongkong, March 20, 1914.

This trade mark is the guarantee of perfection in
EGYPTIAN CIGARETTES.



Maspero "Specials" are packed in hermetically sealed
tins and to they are fresh in the dampet or hottest
weather.



\$1.50 per 50's tin.

CROSLAND TRIAL
ENDS.

VERDICT OF NOT GUILTY.

Judge and Mr. F. E. Smith.

After a trial lasting eight days, the
jury returned a verdict of not guilty in
the case of Thomas William Hudson
Crosland, at the Old Bailey, and he was
discharged.

The case was heard before Mr. Justice
Avery, and Crosland was indicted, for
conspiring with Lord Alfred Douglas and
others to pervert justice by endeavouring,
by means of false information, to per-
suade the Marlborough Police-court to issue
process against Robert Baldwin Ross on
a criminal charge.

Mr. F. E. Smith, K.C., Mr. WILK-
SON, and Mr. Easton Fulton presented
Crosland, and Mr. Crosland defended.
Mr. F. E. Smith, in his closing speech,
said the judge had the series of justice
which had been the subject of the trial,
and from some of the evidence which his lordship
had heard, he was of the opinion that the
defendant was guilty of the crime.

In his summing up, the judge said that
the case was a very serious one. If the
allegation on the part of the prosecution
were established, that the defendant had
been guilty of a crime, it would be a
charge which he knew to be false—then
the defendant was deserving of punish-
ment. On the other hand, there were
facts in the case which were sug-
gested to the jury as an explanation of
any conduct of defendant's in the mat-
ter. It was suggested by them that he
was a man who for years past had taken
a strong view on the subject which, un-
fortunately, had been discussed in that
court for some days. That he was a
man who was filled with a feeling of
righteous indignation at the conduct of
those who had been in his view, promot-
ing what had been called the Oscar
Wilde cult or rage. According to his
own account of himself he had, from a
purely literary point of view, been in-
dignant that the works of a man like
Wilde should be held up to approbation,
praise and admiration.

If the defendant was a man of that
sort and held that view, and if he had
reason to believe that any person who
was a party to the publishing or propa-
gating of such ideas was himself addicted
to such practices, he might have been
justly thought that he was doing a
public service in exposing the conduct
of such a person.

It was a very difficult case, because
it had been surrounded by an atmosphere
of prejudice and hostility between the
parties—an atmosphere the very worst in
which any criminal case could be in-
vestigated. There was the danger of the
jury's mind being led astray from the
real issue which they were there to
determine, and he warned them that the

fact that Lord Alfred Douglas had not
appeared should not in any way affect
their minds.

It was unnecessary for Mr. Smith
to remind them that it was not necessary
for them to be influenced by any view
the judge took, as it was for him (the
judge) to find them not to be influ-
enced by any view Mr. Smith took.
Mr. Smith had overlooked the important
fact that they were not there for the
purpose merely of determining as to the
character of Mr. Ross. Nor were they
there for the purpose of admiring the
courage of Mr. Ross's counsel. And
certainly they were not there to convict
anyone merely because Mr. Ross had
secured the services of one of the most
eminent and eloquent of the counsel at
the English bar. Certainly, commented
Mr. Smith, if Crosland's defence was
not successful, there could be no blame
to Mr. Hayes. He (the judge) could not
concentrate on himself that in the course
of Mr. Smith's address the jury had been
induced to look at this case as if it were
a question whether the defendant had
satisfied them that he was a truthful
witness.

A LEGAL DANGER.
The case, in the manner in which it
had been presented, was only another
illustration of the danger which a great
many experienced persons foresee when
the law was altered so as to allow an
accused person in a criminal case to give
evidence. If a man went into the wit-
ness-box the jury might be misled into
supposing it was for him to establish
his innocence.

They might be deceived into thinking
that an acquittal of the defendant on this
charge would mean a condemnation of
Ross. It amounted to nothing of the
kind, and such a verdict could not be
taken by any person to imply that in
their opinion, or in the opinion of any-
one in the court, the prosecutor had been
guilty of anything. It was not open to
anyone to say that the issue had been
either fought or determined, and the
jury's verdict would not determine it
in any way or the other.

In conclusion, his lordship said that
the jury must look at the facts which,
the defendant said, gave rise to suspicion
in his mind, and which led him to be-
lieve that the story which Garrett told
him was true. If a man allowed him-
self to be associated with such a person
as Oscar Wilde, he (the judge) did not
care what his literary genius might be—
it was his duty to risk, could he com-
plain if a person who was not carried
away by admiration for the literary
genius of Wilde, said, "A man is known
by his companions?"

After an absence of half an hour the
jury returned a verdict of not guilty.
Defendant was accordingly discharged,
and the jury was exempted from service
for seven years.

THE JARDIN DE PARIS.
Old Landmark Doomed.

The Jardin de Paris is doomed. After a
gentle decline of some ten declining years
it will perish on the last night of August
with no pain, when the Champs Elysees
charismatic, precocious in decay as in birth,
are shedding their first rusty leaves. I
noticed a sad change in it when, after many
years, I visited it a night or two ago. The
train of the cinema was over it all. The
Jardin de Paris, which is on your imme-
diate left when you leave the Palace de la
Concorde, in a Etoile-wards direction, had
its "hour" in the early nineties. It was
one of the first, and it long remained one
of the most Parisian of pen-air resorts.
The Jardin was not solely or even main-
ly a music-hall, though there were turns
from eleven onwards for the amusement
of women, folk, boys, and tourists. Up
almost to the very end the dancing was the
thing. In its palmy days, such exotically
named dances as the Gaites, Grille
d'Egout, and Valentin le Diable, Valen-
tin, the homeless wanderer, were the
particular stars of the Jardin. The Paris-
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General Auctioneers
AND
Share, Coal and
General Brokers.

PROPRIETORS
"TO-KWA-WAN"
COAL STORAGE.

Codes used:
A.R.C. 1st & 2nd Editions.
A1. TELEGRAPHIC CODE.

Telegraphic Address
METRION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERN.)

SATURDAY,

the 8th August, 1914, at 11 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A NUMBER OF PAIRS OF
LADY'S BOOTS SHOES
"SUPERIOR QUALITY"
And
MISCELLANEOUS GOODS.

TERMS:—As usual.

HUGHES & HOUGH

Hongkong, August 7, 1914.



PARIS TOILET

No. 13, QUEEN'S ROAD CENTRAL
(Under the Astor Hotel).

THE Leading LADIES' & GENTLE-
MEN'S HAIRDRESSING
SALOONS IN THE EAST.

Manufacturers of SEVERE DES ALPES,
pronounced by those who use it the best
Hairwash to prevent the falling out of hair.

J. O. SCOPLES, Proprietor.

Hongkong, Oct. 24, 1913.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m. to 11.00 p.m. every half hour.

SUNDAYS.

7.45 a.m. to 10.00 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.15 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SPECIAL CARS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON.

General Managers.

SIEN TING.

Surgeon Dentist.

No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE.

Consultation Free.

DON'T Forget after the Show, Supper, and Light Refreshments.

ALEXANDRA CAFE.

Open Till Midnight.



How to Keep Healthy in the Hot Season.

"In the great heat of Lahore, where it is especially trying, Mr. Kensington and I have taken Sanatogen, and we have both found it a wonderful restorative and nerve tonic."

Now, it is your nerves and digestion which suffer most during the excessive heat, that is why you need a tonic of Sanatogen at this time of the year. It is taking it at once—it is certain to do you a great deal of good. It will enable you to stand the heat better, and to feel brighter and more vigorous, both physically and mentally, than would otherwise be possible.

Enrich your Blood.

Not only does your nervous and digestive system suffer from the heat, but your blood is also affected. For the blood is the life of the body, and if it is impure, the body will suffer. Sanatogen is a blood purifier, and it will enrich your blood, and make it more healthy and more vigorous. It will also help you to stand the heat better, and to feel brighter and more vigorous, both physically and mentally, than would otherwise be possible.

Sanatogen THE FOOD-TONIC

There is another way in which Sanatogen proves of great service. Even temperate people are naturally inclined at this time to depend too much on alcohol and other stimulants, as a means of countering the languor, depression and irritability from which all Europeans suffer. Sanatogen corrects this tendency, because it gives you that mental and emotional exhilaration which is needed to keep you from resorting to such stimulants. It is a tonic, a food, and a blood purifier. It is, of course, in due to its powerful, yet quite healthy and natural, influence on the brain cells.

Take Sanatogen regularly.

There is no doubt that you need Sanatogen—especially now during this weather. And your own doctor will recommend you to take it regularly as a genuine and safe invigorator. Why not start taking it today—here and now—before your vital energy is further depressed by the heat? Buy a bottle at the nearest Chemist's. And drop us a postcard—mentioning this paper—for a Free Copy of "The Art of Living." Address: A. Walling and Co., 6, Klinking Road, Shanghai.

Sir H. Hesketh Bell, K.C.M.G.

Governing and Commanding, Indian Medical Service, Madras.

"For a man doing hard mental work in an overbearing climate, there is, according to my experience, no better invigorator than Sanatogen."

The Hon. Mr. Justice Casper.

Judge of the High Court, Calcutta, writes:

"I have been taking Sanatogen on and off for the past three years, and find it very beneficial. Many people I know take Sanatogen and appreciate it."

Mr. Eden Phillips, the well-known Novelist, writes:

"Sanatogen is of real value to the brain worker, a tonic and a food combined. I can give it high praise from personal experience."

Mr. Arnold Bennett, the famous Novelist and Dramatist, writes:

"The tonic effect of Sanatogen on me is simply wonderful."

DISASTER TO THE EMPRESS OF IRELAND.

COMMISSIONER'S REPORT.

Storstad to Blame.

QUEEN, July 11.

The whole blame for the disaster to the Empress of Ireland in the St. Lawrence on May 28, when the Canadian Pacific liner sank with 1,014 aboard, after she had been rammed by the collier Storstad, was placed on the shoulders of Alfred Tuftness, the first officer of the Storstad by the Dominion Wreck Commission this morning. It is found that Tuftness was wrong and negligent in changing the course of his ship in the fog, that Captain Kendall of the liner was blameless, his actions up to and after the disaster being approved by the commissioners.

THE DISASTER.

The part of the report dealing with the responsibility for the disaster was given by Captain Kendall and the first officer of the Empress of Ireland and by Mr. Tuftness, who was in charge of the Storstad at the time of the collision, and the other officers who were on the bridge with him, the findings presented to show that Mr. Tuftness was to blame for the accident, because the collier's course was changed.

The main difference between the two stories is found in the description of the way in which the two vessels were approaching each other at the time the Empress of Ireland had changed her course after having obtained an offing from Father Point. Witnesses from the Storstad say that they were approaching so as to pass to the right, while those from the Empress of Ireland say they were approaching so as to pass to the left. The stories are irreconcilable, and we have to determine which is more probable.

The "times, distances, and bearings" vary so much even in the evidence of the witnesses from the same ship that it is impossible to rely on conclusions on them. We have therefore thought it advisable to found our conclusions almost entirely upon events spoken to by all the witnesses and upon their probable sequence in the order to arrive at a conclusion of the difficulty.

A SIMPLE ISSUE.

After carefully weighing the evidence we have come to the conclusion that Mr. Tuftness was mistaken in his supposed that there was any intention on the part of the Empress of Ireland to pass to port or that she, in fact, by her lights manifested an intention of doing so, but it appears to us to be a mistake which would have been of no consequence if both ships had subsequently kept their courses. Shortly after the ships came into the position of green to green, as claimed by Captain Kendall, or red to red, as claimed by Mr. Tuftness, the fog shut them out from each other, and it was while they were both enveloped in this fog that the course of one or other was changed and the collision brought about. From the evidence adduced on behalf of both vessels it is plain that before the fog when they last saw each other there was no risk of a collision if each had kept on their course. Therefore, the question who is to blame resolves itself into the simple issue, viz., which of the ships changed her course during the fog?

WITH REFERENCE TO THIS ISSUE, IT IS CONVENIENT TO DEAL WITH THE EVIDENCE CONNECTED WITH THE EMPRESS OF IRELAND FIRST.

No witness speaks of having seen her make any change in her course during the fog. Those who were on board engaged in her navigation distinctly deny that any change whatever was made.

It is our opinion that there is no ground for saying that the course of the Empress of Ireland was ever changed in the sense that her wheel was wilfully moved, but, as the hearing proceeded, another explanation was propounded, viz., that the vessel changed her course, not by reason of any wilful alteration of the wheel, but in consequence of some uncontrollable movement which was accounted for, at one time, by the hypothesis that her telemotor steering gear was out of order, at another, by the theory that, having regard to the fulness of the stern of the Empress of Ireland, the area of her rudder was insufficient.

On the whole question of telemotor steering gear and the rudder we are of opinion that the allegations as to their conditions are not well founded. We have consulted our advisers. They concur in this opinion.

It was said on behalf of the Storstad that the order to put the liner full-speed

astern was probably given because the Empress of Ireland had become unmanageable by reason of her defective steering-gear. We cannot accept this suggestion, but we do think that the stopping evidences unhesitatingly on the part of Captain Kendall and his consciousness that his ship was possibly in too close proximity to the Storstad. We think he would have been better advised if he had given the Storstad a wider berth, and had navigated his ship so as to pass the Storstad at a greater distance than his beam than he originally intended. We do not think, however, that his stopping, which was really done for greater caution, can be said to have been an unseamanlike act, nor do we consider his failure to give a wider berth as a contributory cause of the disaster.

CONDUCT OF THE STORSTAD.

Now, it is necessary to consider the position and conduct of the Storstad with a view to ascertaining whether it was she who changed her course. It is admitted that those on board the Storstad did that which in ordinary circumstances would change her course, and that they did it in a fog shortly before the accident. They ported the Storstad's helm. It was further said that by reason of the current and by the reason that the Storstad had little or no way on her, putting her had no effect on her course, which remained West by South, as it had been for half an hour or more before. We are unable to accept this view.

Mr. Haight (counsel for the Storstad) in his statements made before any evidence was called, informed us that Mr. Tuftness was in charge of the Storstad, and explained to him that the object of putting the helm was to make sure of ample room, and this is no doubt true. No comment was then mentioned. Then the character of the damage done to the Storstad's bow, which we have seen, satisfies us that a considerable way must have been on her at the time she dealt the blow to the Empress's starboard side. Captain Kendall said that at the time of the collision his ship was lying in water stopped dead, and therefore, no movement of his ship contributed to the force of the impact. This, perhaps, is doubtful. We think that, although his engines had been reversed for some minutes, Captain Kendall may have been mistaken in supposing the way was entirely taken off his ship, and it is possible, therefore, that to some extent her movement may have contributed to the force of the blow, but the fact remains that the Storstad ported her helm and changed her course, and so brought about the collision.

"NO LACK OF DISCIPLINE."

The report further says:

The crew of the liner appear to have responded readily to the call for boats, but the ship listed so rapidly that only a few boats on the starboard side of the Empress could be got out. There was no lack of discipline, and no complaint could be made as to the conduct of those on board the Storstad. They appeared to have done all in their power to save life.

The Empress of Ireland complied with all the regulations regarding boat equipment and watertight doors. Attempts were made to close the watertight doors, but in view of the fact that the only two known attempts to close the doors on the starboard side were unsuccessful, it seems practically a certainty that other attempts on that side, if they had been made, would have had a similar result, and that nearly all the watertight doors on the starboard side between the main and upper decks remained open after the collision. It is also certain that some port-holes were open after the collision.

THE FOLLOWING SUGGESTIONS ARE MADE.

1. In order to prevent if possible disasters such as that into which we have been inquiring, we think that in foggy weather it would be desirable to close all watertight doors and port-holes below the top of the watertight bulkheads, and keep them closed until the fog has completely cleared. We think also that wherever practicable all watertight doors and port-holes below the above level should be closed at sunset and kept closed until sunrise. Precautions of the kind suggested would have the effect of securing the feasibility of the ship in accordance with the intentions of her designers, whereas neglect may lead to the foundering of a vessel, which would otherwise have remained afloat.

2. The rapidity with which the Empress foundered after the collision made the life-saving appliances on board of little use. These circumstances lead us to suggest that it might be desirable to consider whether rules

By Appointment to H.M. THE KING.

FIRE ENGINE MAKERS.

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could not be placed in such a position on the upper deck that they would float automatically on the water as the ship sank. The raft would doubtless have to be attached to the deck in such a way as to prevent them getting adrift in bad weather, but the attachments might be of a simple kind which could be loosened in a very short time.

We suggest that it might be worth the while of the Canadian Government to consider whether it may not be desirable and practicable to arrange for the picking-up and dropping of pilots to be done at different points of the St. Lawrence, so that incoming and outgoing ships may, as far as possible, be relieved of the necessity of crossing one another.

Reuter's Special Service.

S.S. "TINGSANG" (WRECKED).

SHIPPERS and Underwriters interested in the Cargo of this Steamer are requested to communicate with the Underwriter within three months from date.

GILMAN & Co. Lloyd's Agents.

Hongkong, June 23, 1914.

PEAK HOTEL.

Mr. & Mrs. Abagail Mr. & Mrs. Hooper

Mr. & Mrs. Archer, Major & Mrs. Humphrey, R.F.S.

Mr. & Mrs. W. Arm. Mrs. Humphrey

strong Mr. J. D. Auld

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BY TELEGRAPH.

(Reuter's Service to the China Mail)

THE PROGRESS OF
THE WAR.GERMAN TROOPS BADLY
REPULSEDBRITISH WAR CREDIT OF
£100,000,000.

BRITISH NAVAL VICTORY.

LONDON, Aug. 7.

GERMAN MINE-LAYER DESTROYED.

LONDON, Aug. 7.

The British Admiralty announces that the H.M.S. Amphion sank the German mine-layer "Koenig Louis" yesterday at noon. The Amphion is a new armed cruiser of 3,540 tons of 18,000 H.P.

CAUGHT APPROACHING THE THAMES.

The Koenig Louis was caught approaching the Thames.

GERMAN CAVALRY FLEEING BEFORE FRENCH TROOPS.

A telegram from Bern states that the German cavalry patrol are fleeing before the French cavalry and have taken refuge in Switzerland.

GERMAN TROOPS BEING BEATEN.

REPULSED AND UNABLE TO RENEW ATTACK.

LONDON, Aug. 7.

A telegram from Brussels states that heavy fighting took place at Elveron. The Germans were completely repulsed and are unable to renew the attack upon Liege.

DETAILS OF THE FIGHTING.

A telegram from Brussels says that it is officially stated that 25,000 Belgian troops at Liege took the field over an extensive frontier on the 5th inst. They showed extraordinary endurance in repelling the repeated vigorous attacks of 40,000 Germans of the Seventh Corps. The Belgians then counter-attacked and were completely successful. The Germans retreated a number of whom entered Holland. The Belgians picked up 600 wounded. An attack by the Tenth Corps was expected at night. The papers state that a shot from a Belgian fort at Liege has brought down a German Zeppelin airship.

BELGIANS REPULSE GERMAN TROOPS.

From Brussels it is officially stated that the Belgians, by vigorous counter-attacks, repulsed all the assaults by the Germans in the vicinity of Liege Forts, which are practically unharmed.

KING OF THE BELGIANS IN COMMAND.

King Albert has gone to the front to command the Belgo-French troops. In a proclamation His Majesty states that "Our haughty neighbour has torn up a Treaty and attacked us; because we refused to forfeit honour." King Albert is confident that his soldiers will triumph in their sacred cause.

PART OF HOLLAND INCLUDED IN THE CONFLICT.

A telegram from The Hague states that Queen Wilhelmina has declared a part of Holland to be at war.

CANADA PURCHASES SUBMARINES.

A telegram from Seattle states that Canada has purchased the two submarines completed for Chile.

SERVIA AND AUSTRIA.

Servian aggressiveness is evidenced in a telegram from Nish, in which it is stated that the volunteers crossed the Sava and planted the Servian flag on the Austrian bank.

The Austrians are making no progress towards Belgrade. A semi-official announcement from Vienna reports that cannonading was resumed yesterday.

DETENTION OF BRITISH SHIPS.

On the 4th inst. Sir Edward Grey demanded the release of British ships detained in German ports, on the ground that their detention is a contravention of International law.

BRITISH WAR CREDIT OF £100,000,000.

Mr. Asquith will move in the House of Commons to-morrow for a war credit of £100,000,000.

BANK RATE TO BE REDUCED.

Mr. Lloyd George has announced that the Bank Rate of discount, which was raised to ten per cent., will be reduced to six per cent.

EARL KITCHENER APPOINTED WAR SECRETARY.

Earl Kitchener will succeed Mr. Asquith, the Prime Minister, as Secretary of State for War.

PRESIDENT WILSON OFFERS TO MEDIATE.

A telegram from Washington states that President Wilson offers to mediate in the European conflict.

P. & O. BOAT TRAINS.

The P. & O. Navigation Co. has boat trains to Marseilles and Brindisi have ceased running.

BY TELEGRAPH.

ARMS IN IRELAND.

A Gazette has been issued in which the prohibition to import arms into Ireland is revoked.

AMERICAN REPRESENTATION TO GERMANY.

A telegram from Washington states that representations have been made to Germany for the immediate release of Americans included in the recent mobilisation.

TORPEDO DESTROYER SUNK.

A torpedo-boat destroyer, believed to be German, has sunk at Gjesler, Denmark, after an explosion. Thirty men were drowned.

GERMANY THREATENS ITALY.

The Paris newspapers state that Germany has sent an ultimatum to Italy threatening her with war unless she supports Germany and Austria.

JAPAN AND GREAT BRITAIN.

LONDON, August 6.

It has been officially announced at Tokyo that if Great Britain is involved in the war, Japan will take measures to discharge her Treaty obligations.

[The Treaty of Alliance relates exclusively to the defence of the special interests of the two Powers in the regions of Eastern Asia and of India.]

THE KING'S MESSAGE TO THE NAVY.

His Majesty the King has sent a message to the Navy declaring his confidence in the Officers and men to revive and renew the Navy's old glories and that it will prove once again to be a sure shield in the hour of trial.

LORD KITCHENER.

Lord Kitchener's departure for Egypt has been again cancelled.

THE WAR OFFICE.

Lord Haldane, the Lord Chancellor, has been relieving Mr. Asquith, in his capacity of Secretary of State for War, of departmental work. It is denied that Lord Haldane will be appointed Secretary of State for War.

THE SPLIT IN THE BRITISH CABINET.

The Daily Telegraph states that Lord Morley (Lord President of the Council), Mr. John Burns (President of the Board of Trade), and Mr. C. P. Trevelyan (Parliamentary Under Secretary of the Board of Education) have resigned, but that the two latter are reconsidering their decision.

ROUMANIA NEUTRAL.

It is officially announced that Roumania will observe neutrality.

BELGIAN TROOPS REPULSE THE GERMANS.

It is reported at Brussels that the Belgian troops repulsed the Germans in the fighting near Liege. Many Belgians were wounded.

REPORTED VIOLATION OF SWITZERLAND'S NEUTRALITY.

At the French-frontier town of Mont Bolland it is reported that the Germans have violated the neutrality of Switzerland.

CARNAGE ON THE RUSSIAN FRONTIER.

From St. Petersburg it is reported that the Russian troops are in contact with the Germans along the greater portion of the frontier. The Germans on the Biala-Borzynen front fell back, burning the villages over an enormous extent of country.

GERMAN CRUISERS CAPTURED AND GUNBOAT SUNK.

The Daily Chronicle's Correspondent at Paris reports that the French naval detachment has captured the German cruisers Goeben and Breslau and have sunk the Panther.

A telegram from Algiers says it is reported that the French Fleet have sunk the German cruiser Panther, a gunboat of 977 tons.

GERMAN WARSHIPS IN THE BALTIC SEA.

News has reached St. Petersburg that nineteen German warships are off Memel and Libau.

BRITISH OFFICIAL DECLARATION OF WAR.

It is officially announced that England declared war against Germany at 7 o'clock on Tuesday evening.

DEPARTURE OF THE GERMAN AMBASSADOR FROM LONDON.

The British Government arranged for a special vessel to convey Prince Lichpowsky and his staff.

THE FIGHTING IN BELGIUM.

A Brussels telegram says it is reported that the bombardment of Liege and Namur by the Germans has begun.

100,000 GERMANS MARCHING TOWARDS LIEGE.

A hundred thousand Germans are marching towards Liege. A telegram from Brussels says the inhabitants of Vise (Belgium) have fled to Maestricht. The Germans have reached Herve, Repinster and Remouchamps and certain forts along the Meuse are ablaze.

The Germans, hindered by broken bridges and railways, have gone northward and violated Dutch territory at Tilbourg. They crossed the Meuse at Eyden. The Tenth Corps is at Eyden, the Seventh at Verwien, and the Sixth at a place unknown.

Vise and Argenteu are in flames. It is reported that the Germans, who set fire to both towns, decimated the population of Vise. A German airman has been killed.

LOCAL ITEMS.

There is no truth whatever in the rumours that have been in circulation in the Colony during the past few days regarding a naval engagement in the North Sea between British and German vessels. We were informed this morning by very high authority that the statement that such telegraphic news had been received is absolutely without foundation.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

HOME CRICKET.

LONDON, Aug. 7.

At Manchester Yorkshire beat Lancashire by ten wickets. Last year's match was won by Lancashire by an innings and ten runs.

The Surrey versus Notts, match at the oval was abandoned, pointless. Last year Surrey won by ten wickets.

At Southampton Hampshire drew with Middlesex. Last year's fixture also resulted in a draw.

(Wah Tze Yat Po's Service.)

TIBETAN AFFAIRS.

PEKING, Aug. 6.

The Tibetans are reported to have been fighting Szechuen troops for several days. The casualties are slight on both sides.

It is suggested that the Dalai Lama and the Pansi Lama be invited to the Peking Conference.

Tientsin Mint.

The Tientsin Mint has been ordered to coin ten million dollars.

The Chinese Flag.

There is a proposal to change the Chinese National flag to a red ground with stripes of blue yellow, black and white.

Germans to Leave Harbin.

The Russian Authorities have ordered all Germans to leave Harbin.

Outrage By Hungtutes.

Hungtutes are devastating Kirin. A Magistrate has been killed.

Manchus at Tientsin.

The Manchus resident at Tientsin have gone elsewhere.

Tao Yu Lum.

Tao Yu Lum is reported to be seriously ill.

Government Expenses.

The Government cannot meet their expenses by two million dollars this month and an appeal for help from the provinces is being made.

Exchange Losses.

China has suffered a loss of over twenty millions on the exchange to sterling in payment of indemnities.

Li Chun.

Li Chun has been appointed Chief Commissioner to the Inspectorate of Defence owing to the war.

THE SHIPPING GAZETTE.

(From "Shipping and Engineering.")

Mr. R. H. Brown, acting third engineer, Chengtu, has been transferred to Shanghai for orders.

Mr. W. Paxton, supernumerary, their engineer, Chengtu, has been transferred to Shanghai for orders.

Mr. Alex. Crawford, supernumerary third engineer, same ship.

Mr. C. A. Wilkie, acting third engineer, Hunan, has gone acting third engineer, Shaohing.

Mr. D. W. Foreman, acting third engineer, Shaohing, has resigned.

Mr. J. K. Lindstrom has been appointed acting third engineer, Hunan.

Mr. A. C. Dove, acting chief engineer, Ningpo, has gone second engineer, Kan-chow.

Mr. J. Baxter, second engineer, Kan-chow has gone acting chief engineer, Ningpo.

Mr. R. S. Metcalf, second officer, Liangchow, has resigned.

Mr. C. Shattuck has been appointed second officer, Liangchow.

Mr. B. Pettigrew, chief officer, Hainan, has gone chief officer, Kiangyang.

Mr. L. Johansen, chief officer, Kiangyang, has gone chief officer, Hainan.

Mr. W. Fothergill, iron leave, has gone second engineer, Tungwah.

Mr. C. S. Crawford, second engineer, Tungwah, is deceased.

Mr. J. Lang, second engineer, Chiyeen, has gone second engineer, Kiangyang.

Mr. J. Turner, second engineer, Kiangyang, has gone second engineer, Chiyeen.

Mr. G. Lindsay Crawford, chief officer, Hainan, is on leave.

Mr. W. J. Collom, second officer, Yushan, has gone acting chief officer, Hainan.

SUPPLIED BY ALL CHEMISTS.

DRUGGISTS' PRESCRIPTION Chamberlain's Colic, Cholera and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pains quicker than any preparation they can compound. It can be bought from any chemist. A bottle will keep for years, and no home is complete without it. For sale by all Chemists and Storekeepers.

Weismann's

For BREAD

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For CHOCOLATES

WHITEAWAY, LAIDLAW and Co., Ltd.

ANNUAL SUMMER SALE BEGINS
TUESDAY, August 4th
GENUINE AND GENEROUS REDUCTIONS



Ladies' Hosiery

PLAIN LISLE STOCKINGS

BLACK TAN AND WHITE

Sale Price 55 ct. Pair.

BLACK LISLE STOCKINGS

WITH BLACK CLOCS

Usual Price \$1.35

Sale Price \$1.00 Pair.

WHITE CANVAS FOOTWEAR
LADIES AND CHILDREN'S BOOTS AND SHOES
MARKED DOWN TO ABOUT HALF PRICE

20 DES VIEUX ROAD, HONGKONG.

Martell's
Brandies

There is nothing too good for Britain's Navy,
which probably explains why the Admiralty
have selected Martell's for their Fleets.

Martell's V.V.S.O.P. Superior Liqueur

Per Case 1 dozen Quarts \$96.00

Martell's V.S.O.P. Liqueur

Per Case 1 dozen Quarts \$54.00

Martell's Three Star Liqueur

Per Case 1 dozen Quarts \$29.00

Martell's One Star Liqueur

Per Case 1 dozen Quarts 26.00

For Local Consumption Duty must be added to above prices.

SPECIAL TERMS GIVEN FOR LARGE ORDERS.

SOLE AGENTS

Gande, Price & Co., Ltd

Wine Merchants

8, Queen's Road Central, Hongkong.

TEL No. 135.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

PORTS	STEAMERS	To Sail	REMARKS
SHANGHAI, MOJI KORE, SARDINIA	10 a.m.	Freight and Passengers	
YOKOHAMA	8th Aug.		
LONDON & ANTWERP	10 a.m.	Freight and Passengers	
via Suez, Port Said, Suez, Port Said & Alexandria	8th Aug.		
LONDON, via Suez, Port Said, Suez, Port Said & Alexandria	18th Aug.	See Special Advertisements	

Subject to immediate alteration without Notice.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office, R. A. HEWITT, Superintendant.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR VANCOUVER

From Hongkong	STEAMERS	To Sail	REMARKS
EMPEROR OF JAPAN	Wednesday, Aug. 13.		
EMPEROR OF RUSSIA	Wednesday, Sept. 2.		
EMPEROR OF INDIA	Wednesday, Sept. 10.		
EMPEROR OF ASIA	Wednesday, Sept. 30.		

Steamers leave HONGKONG at 12.00 Noon.

The EMPEROR OF RUSSIA and EMPEROR OF ASIA are new quadruple screw 31 knot turbine steamers of 18500 tons gross—30,825 tons displacement—the finest, fastest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific steamer connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers.

The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSENGER RATES, HONGKONG TO LONDON.

EMPEROR OF RUSSIA	Optional Atlantic Port \$71.10.
EMPEROR OF ASIA	do do \$85.
EMPEROR OF INDIA	do do \$85.
EMPEROR OF JAPAN	do do \$85.

Intermediate service—first class railway, second cabin Atlantic, via Boston or New York.

Meals and sleeping car across Canada not included in any of the above rates. If required such will cost \$2 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Canadian Pacific Railway.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. OKABUOK, General Traffic Agent, Corner Prater Street and Fray (opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, TELAGUA BAY, LURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLON, to steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong	STEAMERS	To Sail	REMARKS
30th August	Connecting with "SUTRA"	17th September	

Excellent Accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, TELAGUA BAY, LURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS and sufficient intermediate ports, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong	STEAMERS	To Sail	REMARKS
30th August	Connecting with "SUTRA"	17th September	

First Class Accommodation for Passengers.

Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED, Managers, Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(With liberty to call at the Malabar Coast).

FOR NEW YORK

STEAMERS	To Sail	REMARKS
S.S. ST. ROBERT	on or about 25th August	

For Freight & further particulars, apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	To Sail	REMARKS
SILWARA	Aug. 7.	
KALANG	Aug. 10.	

For Freight and further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KUMI

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sailing.

STEAMERS	To Sail	REMARKS
S.S. RIJUN MARU, For Moji & Kobe	30th Aug.	
S.S. RIJUN MARU, For Yokohama, Oboe, Samarang & Sourabaya	22nd Aug.	
S.S. RIJUN MARU, For Moji & Kobe	8th Sept.	
S.S. RIJUN MARU, For Yokohama, Oboe, Samarang & Sourabaya	22nd Sept.	

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

STEAMERS	To Sail	REMARKS
MONGOLIA 27000 tons	18th August, Noon	
KOREA 18000 tons	1st Sept. 1 p.m.	
CHINA 18000 tons	15th Sept. Noon	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

These steamers are famous for their modern equipment, comfort, and the superiority of the route, which is under the personal supervision of Mr. Y. Nishida, the world-famous captain. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, billiard room, deck chairs, etc.—and a full complement of the ship.

The Safety and Comfort of Passage is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to R. C. MORTON, Agent, King's Building (opposite Blake Pier), Telephone No. 144.

For San Francisco via Shanghai, Nagasaki, Kobe, Yokohama & Honolulu.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
NIPPON MARU	11,000-18 knots	Tuesday, 8th September
TENYO MARU	22,000-21 knots	From Nagasaki 15 Sept.
SEIYO MARU	22,000-21 knots	Tuesday, 22nd Sept.
CHIRYO MARU	22,000-21 knots	Tuesday, 20th Oct.

Steamers via Shanghai will be despatched at NOON.

Manila " " " " at 10.30 A.M.

First Class to London \$71.10. Return (6 months) \$120.

First Class to New York \$80. Return \$136.10.

First Class to San Francisco \$85. Return \$141.

SPECIAL SUMMER RATES TO JAPAN.

STEAMERS	To Sail	REMARKS
NAGASAKI	\$120.	
KOBE	\$135.	
YOKOHAMA	\$150.	

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

Steamer	Displacement	Sailing
SEIYO MARU	14,000-14 knots	Saturday, 3rd October.

For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent, Telephone 291, KING'S BUILDING (Opposite Blake Pier).

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

Fortnightly Service to AND FROM JAPAN, Via SHANGHAI.

Fortnightly Service to AND FROM EUROPE, Via SUEZ CANAL.

For	STEAMERS	To Sail
SHANGHAI, KOBE and CORDILLERA, YOKOHAMA	POLYNESIESE.	
MARSEILLES, via Ports of AMARONE, OF CAL.	PAUL LECAT.	

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris by rail.

Circular tickets to Europe via Suez and SERRANUS ROUTE and vice-versa delivered here.

For further particulars apply to P. THOMAS, Agent.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	Leave Hongkong	Leave Hongkong
EMPIRE	August 4th	August 28th at 10 a.m.
ST. ALBANS	August 22nd	September 18th at 10 a.m.
EASTERN	September 12th	October 9th at 10 a.m.

The above steamers are fitted with refrigerating machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A day qualified Doctor and Stewards are carried.

For further particulars, apply to GIBB, LIVINGSTON & CO. Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To Sail
SHANGHAI	YINGCHOW	Aug. 8, Midnight
MANILA, CEBU & HONOLULU	YAN	Aug. 11, at 4 p.m.
SHANGHAI	LIANGCHOW	Aug. 11, at 4 p.m.
SHANGHAI	LUCHOW	Aug. 13, at 4 p.m.
WIKHAIWEI & TIENTSIN	RUENCHOW	Aug. 15, at 10 a.m.
MANILA, CEBU & HONOLULU	CHINCHOW	Aug. 15, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "NANUL."

MANILA LINE. Twin Screw Steamers "Chincha," "Taming," & "Tang." Excellent Saloon accommodation for passengers. Electric Fans fitted. Extra state-rooms on deck, etc. "Taming" and "Tang."

SHANGHAI AND TIENTSIN LINE. The Twin Screw Steamers "Anhui," "Chenow," "Shanghai," and the S.S. "Kanchow," "Liangchow," "Luchow," and "Yingchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tientsin, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES:—

Hongkong to Shanghai—Single \$45. Return \$75.

Hongkong to Tientsin—Single \$78. Return \$125.

For Freight or Passage apply to B. T. TERFIELD & SWIRE, AGENTS, Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	To Sail
MANILA	YUENSANG	SATURDAY, Aug. 8, at 2 p.m.
TIENTSIN	CHONGSHING	TUESDAY, Aug. 11, Daylight
SINGAPORE, PENANG & CALCUTTA	LAISANG	TUESDAY, Aug. 11, at 2 p.m.
SHANGHAI, KOBE & MOJI, YATSHING		WEDNESDAY, Aug. 12, at Noon
YOKOHAMA, KOBE & MOJI, NAMSANG		SATURDAY, Aug. 15, Daylight
MANILA	LOONGHANG	SATURDAY, Aug. 15, at 2 p.m.

RETURN TOURS TO JAPAN.

The steamers Kureang, Namsang & Loonghang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 15 days. This service is supplemented by the Kureang, Kureang, Kobe & Moji, and leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 15 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A day qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Tangshan.

Taking Cargo on through Bills of Lading to Kureang, Lahad Dair, Singapore, Tavao, Usukar, Josselton and Labuan.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo, at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents, Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For	STEAMERS	Date of Departure
LONDON & ANTWERP	"CARNARVONSHIRE"	About 21st August.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

STEAMERS	To Sail	REMARKS
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"LEN OF AIRLIE"	About 10th August.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"MEMORABLESHIRE"	About 8th September.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"CARDIGANSHIRE"	About 30th September.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS, Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. JAPAN 6,013 tons, Capt. G. P. Boddon, will be despatched for KOBE and MOJI on 12th August.

WESTWARD.

S.S. DILWARA 6,378 tons, Capt. Ramana, S.S. will be despatched for SINGAPORE, PENANG & CALCUTTA on 10th August at 2 p.m.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a day qualified surgeon.

For Freight or Passage, apply to

DAVID BASSOON & CO., LTD., AGENTS, Telephone No. 215.

SHIPPING



STEAM FOR STRAITS, OCEAN, AUSTRALIA, COLOMBO, MOJI, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ORIENT, L. Capt. A. L. VALENTIN, carrying His Majesty's Mail will be despatched from this port for BOMBAY, on SATURDAY, the 13th August, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Egypt from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the S.S. Arabia due in London on 29th Sept. 1914.

Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendant, Hongkong, August 1, 1914.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES FROM KOBE AND MOJI.

The steamship Daireang having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazard docks of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underwriters.

DAVID BASSOON & Co., Ltd., Agents, Hongkong, August 5, 1914.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of Cargo per Steamship CHINA.

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board THURSDAY, August 6th, 1914 at noon will be subject to landing charges and if undelivered MONDAY, August 10th, 1914 at noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All damaged and otherwise damaged cargo will be examined at the above Company's Godown MONDAY, August 10th, 1914 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions filed at the time of delivery to Consignees and signed for by the Agent of the Pacific Mail S.S. Co.

All claims must be filed on or before September 3rd, 1914 otherwise they will not be recognized.

R. C. MORTON, Agent, Hongkong, August 5, 1914.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship, WAHARA MARU, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Upward Goods will be carried on unless instructions are given to the contrary before Noon, To-Day.

Goods not cleared by the 12th August will be subject to rent and if undelivered MONDAY, August 10th, 1914 at noon will be subject to both landing and storage charges.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives as soon as possible. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be entertained after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents, Hongkong, August 6, 1914.

THE CHINA MAIL

Typhoon Map & Guide.


Price 40 cents.

TYPHOON SIGNALS

**STORM-WARNINGS ISSUED
FROM THE HONGKONG**

The following Typhoon signals are

Green Island, Standard Oil Premises Ltd.
Baker and F. G. C. ...

A CONE  indicates a Trench

point upward

to the North of the Colony.


▲ CONE indicates a Typhoon to the North-East of the Colony.

▲ DRUM indicates a Typhoon to the East of the Colony.

▲ COSE indicates a Typhoon

point down-
wards and
DRUM below

A CONE
point down-
wards



indicates a Typhoon
to the South, of the
Colony.

A CONE.
points down-
wards and
BALL below

indicates a Typhoon
to the South-West of
the Colony.

A BALL.

indicates a Typhoon
to the West of the
Colony.

A CONE indicates a Trench pointing upwards in the North-West of

10

Red Signals indicate that the centre is moved to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is moved to be less than 300 miles away from the Colony.

ated only when typhoons exist in such
positions or are moving in such directions
that information regarding them is con-

considered to be of importance to the Colony
to shipping leaving the harbour.

RECENT SIGNALS.

In addition to the above, when it is

ected that the wind may increase to
[redacted] [redacted] [redacted]

OF THE SECOND.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS

The following Night Signals will be:

Water Police Station at Kowloon, the
Harbour Office Flagstaff, and H.M.S.

men. Three Lights Vertical, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from Colony.

II. Three Lights Vertical, Red, Green, Green, indicates that a typhoon is believed to be situated less than 300 miles from Colony.

III. Three Lights Vertical, Red, Green, Green, indicates that the wind may be expected to increase to gull typhoon force by moment.

IV. III Signal will be accompanied by Explosive Bounding, as above, in the act of the information conveyed by this act being first published by night.

The Night Signals will be substituted for Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Naifro Craft and for the benefit of Uccesi, Yessala, a Code will be published at each of the following places:

for the benefit of Native Craft and
 using Ocean Vessels, a Cone will be

ing the time that any of the above Days
are hoisted in the Harbour.

Map Room, Aberdeen,
Wagha, Sau Hl Wan,
Stanley, Sai Kung,
Cape Collinson, Sha Tau Po
Tai Po.

Further details can always be given to
on Vessels on demand, by signal from

T. F. CLARKSON,

